

1-12. (CANCELED)

13. (NEW) An automated power-split multi-speed transmission (1), comprising at least a first, a second and a third power branch (P1, P2, P3), the first power branch (P1) is connected to a first shaft (2), the second power branch (P2) is connected to a second shaft (3) and the third power branch (P3) is connected to a third shaft (4), the first, the second and the third shafts (2, 3, 4) communicate with a downstream planetary gearset (5), the first shaft (2) is configured with at least a first partial transmission ratio (i1), the second shaft (3) is configured with at least a second partial transmission ratio (i2) and the third shaft (4) is configured with at least a third partial transmission ratio (i3), the first power branch (P1) has a first control element (S6) for connecting the first power branch (P1) to a power flow at the first partial transmission ratio (i1), the second power branch (P2) has a second control element (S5) for connecting the second power branch (P2) to a power flow at the second partial transmission ratio (i2), and the third power branch (P3) has a third control element (S1) for connecting the third power branch (P1) to a power flow at the first partial transmission ratio (i3), and at least one of the second and third shafts (3, 4) of the planetary gearset (5) interacting with an additional control element (S2, S4), via which the at least one of the second and third shafts (3, 4) can be supported in relation to a housing (6) and a third additional control element (S3), the third additional control element (S3), in a closed state, blocks the planetary gearset (5), being arranged between the second and third shafts (3, 4) of the planetary gearset (5), the transmission (1) having eight forward gears.

14. (NEW) An automated power-split multi-speed transmission (1), comprising at least a first, a second and a third power branch (P1, P2, P3), the first power branch (P1) is connected to a first shaft (2), the second power branch (P2) is connected to a second shaft (3) and the third power branch (P3) is connected to a third shaft (4), the first, the second and the third shafts (2, 3, 4) communicate with a downstream planetary gearset (5), the first shaft (2) is configured with at least a first partial transmission ratio (i1), the second shaft (3) is configured with at least a second partial transmission ratio (i2) and the third shaft (4) is configured with at least a third partial transmission ratio (i3), the first power branch (P1) has a first control element (S6) for connecting the first power branch (P1) to a power flow at the first partial transmission ratio (i1), the second power branch (P2) has a second control element (S5) for

connecting the second power branch (P2) to a power flow at the second partial transmission ratio ( $i_2$ ), and the third power branch (P3) has a third control element (S1) for connecting the third power branch (P1) to a power flow at the first partial transmission ratio ( $i_3$ ), and at least one of the second and third shafts (3, 4) of the planetary gearset (5) interacting with an additional control element (S2, S4), via which the at least one of the second and third shafts (3, 4) can be supported in relation to a housing (6) and a third additional control element (S3), the third additional control element (S3), in a closed state, blocks the planetary gearset (5), being arranged between the second and third shafts (3, 4) of the planetary gearset (5), the transmission (1) having nine forward gears.

15. (NEW) The transmission according to claim 13, wherein

- the third control element (S1) is provided in the third power branch (P3);
- the second control element (S5) in the second power branch (P2);
- the first control element (S6) in the first power branch (P1);
- the third shaft (4) of the planetary gearset (5) is supported on the housing (6) by means of a first additional control element (S2);
- the second shaft (3) of the planetary gearset (5) is supported by means of a second additional control element (S4); and
- the third control element (S3) is provided between the second and third shafts (3, 4) of the planetary gearset (5).

16. (NEW) The transmission according to claim 13, wherein for shifting the first forward gear, the second additional and the first control elements (S4, S6) are closed; for shifting the second forward gear, the third additional and the first control elements (S3, S6) are closed; for shifting the third forward gear, the second and the first control elements (S5, S6) are closed; for shifting the fourth forward gear, the third additional and the second control elements (S3, S5) are closed; for shifting the fifth forward gear, the third and the first control elements (S1, S6) are closed; for shifting the sixth forward gear, the third control element (S1) and the third additional control element (S3) are closed; for shifting the seventh forward gear, the third and second control elements (S1, S5) are closed; and for shifting the eighth forward gear, the third control element (S1) and the second additional control element (S4) are closed.

17. (NEW) The transmission according to claim 14, wherein for shifting the first forward gear, the first additional and the first control elements (S2, S6) are closed; for

shifting the second forward gear, the second additional and the first control elements (S4, S6) are closed; for shifting the third forward gear, the third additional and the first control elements (S3, S6) are closed; for shifting the fourth forward gear, the second and the first control elements (S5, S6) are closed; for shifting the fifth forward gear, the third additional and the second control elements (S3, S5) are closed; for shifting the sixth forward gear, the third and the first control elements (S1, S6) are closed; for shifting the seventh forward gear, the third control element (S1) and third additional control element (S1, S3) are closed; for shifting the eighth forward gear, the third and the second control elements (S1, S5) are closed; and for shifting the ninth forward gear, the third control element (S1) and the second additional control element (S1, S4) are closed.

18. (NEW) The transmission according to claim 13, wherein for shifting a reverse gear the first additional and the second control elements (S2, S5) are closed.